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1989 ANNUAL REPORT



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1989

ANNUAL REPORT

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Chicago Transit Board



Clark Burrus, Chairman



James I. Charlton



Natalia Delgado



J. Douglas Donenfeld



Arthur F. Hill, Jr.



John J. Hoellen



Milton Holzman

Executive Director's Message



Alfred Savage, Executive Director

Although this report primarily covers the year 1989, prior to my arrival at CTA, it is heartening to note a record of solid accomplishments, and to see steady progress toward addressing areas which still need attention.

I am keenly aware of the fine reputation the CTA has historically enjoyed among its peers in the transit industry, earned through its more than 43 years of providing vital public transportation service to the metropolitan Chicago area.

I am also keenly aware of our responsibility to the riding public to provide clean, safe, dependable transportation on a day-in, day-out basis; to judiciously manage the public and farebox resources provided to us to perform that function; and to be courteous and diligent in our contacts with the public whom we serve.

Since joining the CTA family, I have had the opportunity to meet

many members of the CTA team at a variety of work locations. I have observed the generally fine manner in which business is conducted and have been impressed with the professional caliber of our employees.

I am looking forward to taking full advantage of CTA's considerable human resources in facing such continuing challenges as funding constraints, aging infrastructure, vehicle maintenance and replacement, improving accessibility, enhancing safety, and cultivating a motivated, dedicated work force.

Being Safe, *Feeling Safe*

One of CTA's important accomplishments in 1989 was the enhancement of the safety and security of our riders: reducing the actual amount of crime, improving the perception of safety from crime and reducing the number of accidents in the operation of our system.

Criminal activity on the rail system decreased by 40 percent in 1989, and decreased by 10 percent on the bus system.

Reported robberies on the trains were down 49 percent, and down 8.4 percent on buses. Reported thefts were down 41.6 percent on rail, and down 12.2 percent on buses.

Further crime prevention efforts have been scheduled, using substantial additional funding for increased security measures allocated by the Illinois state legislature in 1989.

Besides the addition of patrol officers in both city and suburban areas served by CTA's rapid transit system, new security steps include the installation of closed-circuit cameras and monitors on the rail system, video recorders on the bus system, better station lighting, and replacing opaque station panels with transparent material, improving patrol officers' visibility of riders waiting for trains.

Truth in advertising on CTA crime

The Chicago Transit Authority has been spending a lot of money telling the public that it's safer to ride its buses and trains. It's worth the cost because even the perception of crime can affect ridership; it also can backfire if reality doesn't back up the public relations.

Now the CTA is getting the best advertising money can buy—for free. A new report from the Chicago Police Department shows a marked decrease in serious crime on the CTA during 1989, down 40 percent on the rail system and 10 percent on the buses.

Not coincidentally, the figures also show a significant increase in arrests, up 28 percent on the buses and 7 percent on the trains. That 7 percent balloons to a whopping 79 percent after weeding out the phony citations and tickets for petty offenses that police had been handing out to fatten their numbers.

More arrests alone don't make the difference in fighting something as elusive and pernicious as public transit crime; real arrests for real crimes do. So do more visible police with a better attitude.

The CTA and its riders are getting more of all now. Police are pursuing their assignments with more zeal and pride, and there are more of them where they are supposed to be—on the trains and train platforms, following and riding the buses, backed up by canine

units and private security personnel with canine units of their own. There is nothing quite like the sight of a serious cop with an attack dog at his side to give pause to muggers, thieves and brutes.

Things had to get better; the CTA and police were facing not just a public safety problem, but also a public shame with reports of loafing police abiding rampant crime on the transit system. The turnaround has a lot to do with one man, Cmdr. Robert Dart, appointed a year ago by Police Supt. LeRoy Martin to lead the department's Public Transportation Section.

Dart is a no-nonsense cop with the old-fashioned notion that police should actually work their beats, and aggressively. His job was to purify a cesspool, and he did it by making life unbearable for the loafers, inspiring the dedicated cops and putting more sergeants of his cut in the field with more responsibility.

If anything, the record should get better. With a \$4.5 million CTA grant from the state legislature, more Chicago police officers, security guards and dogs are being deployed. The money also enables four suburbs—Evanston, Oak Park, Forest Park and Cicero—to put their own officers on the lines.

The CTA's publicity is meant for criminals as well as riders. They should start getting the message.

Several of the new security measures were implemented during 1989 at an estimated cost of \$1.9 million, with an additional \$4.5 million earmarked for security improvements in 1990 and future years. These funds are in addition to the previous 1989 security budget of \$6.8 million.

Labor increases which took effect in 1989 include the addition of 28 Chicago police officers and 10 canine patrol officers and supervisors to the existing force of 230 Chicago police officers, 13 canine teams and two supervisors. Eight police officers from suburbs served by CTA trains and 52 security guards also patrol the rapid transit system, marking the first time that suburban officers and security guards have been directly involved.

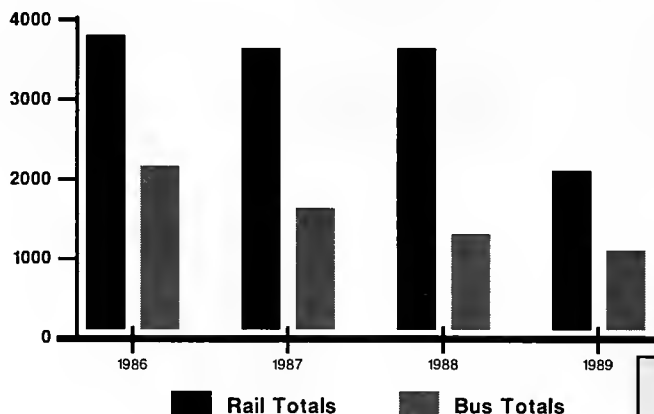
Other measures taken to benefit CTA riders include security-oriented painting, lighting and glazing improvements, together with the installation of annunciators (warning bell-lights) which let riders know when a train is approaching. The annunciators, being installed within view of agents' booths at four rapid transit stations on the Congress line, limit the time needed to wait on the station platform.

An aggressive marketing and public relations campaign, including newspaper ads, radio commercials, press releases and press conferences will increase public awareness of CTA's commitment to improved security.

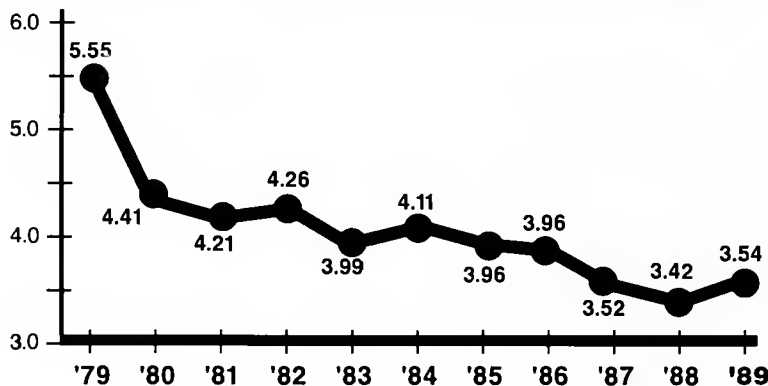
CTA has also published a special brochure, "For Your Safety; Tips for Safe Riding," to inform the public about ways to avoid crime risk, what to do if victimized, and where to go for help.

"...Enhancement of the safety and security of our riders..."

Crimes Reported to Chicago Police Dept.



System Accident Rate Per 100,000 Vehicle Miles



NOTE: The slight increase in accidents in 1989 over 1988 was due primarily to a severe ice storm in December, 1989.

Resources and Needs

The Chicago Transit Authority does a big job, providing about 2 million rides and operating 400,000 vehicle miles each weekday. Offering this vast amount of service to Metropolitan Chicago residents, workers and visitors requires considerable resources; 13,000 employees, 2,200 buses, 1,200 rail cars and a total 1989 operating budget of 675 million dollars. As 1989 came to a close, there was some good news regarding the partially increased availability of funding resources.

On one hand, CTA and the region achieved major success in Springfield with the passage of state legislation providing substantial new funding for capital asset renewal and replacement, and operating assistance in the form of reimbursement for the reduced fares offered to students, persons with disabilities, and the elderly.

The new capital funding, totalling \$1.3 billion over the next five years, will dramatically increase the ability of the CTA and other regional transit Service Boards to begin to overcome years of deferral of such infrastructure needs as rolling stock, stations, track and structure, bridges and support facilities.

On the other hand, in spite of this new State funding, the CTA operating and capital budgets are still under great pressure. CTA in 1989 made strides toward managing the expenditure of available capital funds more efficiently and expeditiously.

The Capital Construction Division was reorganized and its staff

augmented to enhance its implementation capability. Significant progress was made toward reducing our capital program backlog that at one time stood at more than \$700 million. Since the beginning of 1989, about \$400 million worth of contracts have been let for vehicle purchases and capital projects.

Improvements were also seen in efforts to streamline CTA's purchasing procedures, including:

- A 30% increase in the number of contracts processed between January 1988 and January 1989.
- Procedural reforms resulting in fewer steps and quicker turnaround.
- Job functions reorganized, establishing purchasing clusters which

are self-contained units responsible for all phases of contract administration. The units are bus, rail, capital construction and facilities, and support services.

- Training conducted for all purchasing staff in contract administration, taught by instructors knowledgeable in UMTA guidelines and federal regulations governing purchasing standards, and practices at the CTA.

Also, Materials Control instituted a pilot project at Forest Glen Garage that enabled the Authority to track and develop a history for an individual part from the time a requisition is created until the time the part is installed on an individual bus.

In sum, CTA continues to pursue its responsibility to get the greatest possible public benefit from scarce public resources.



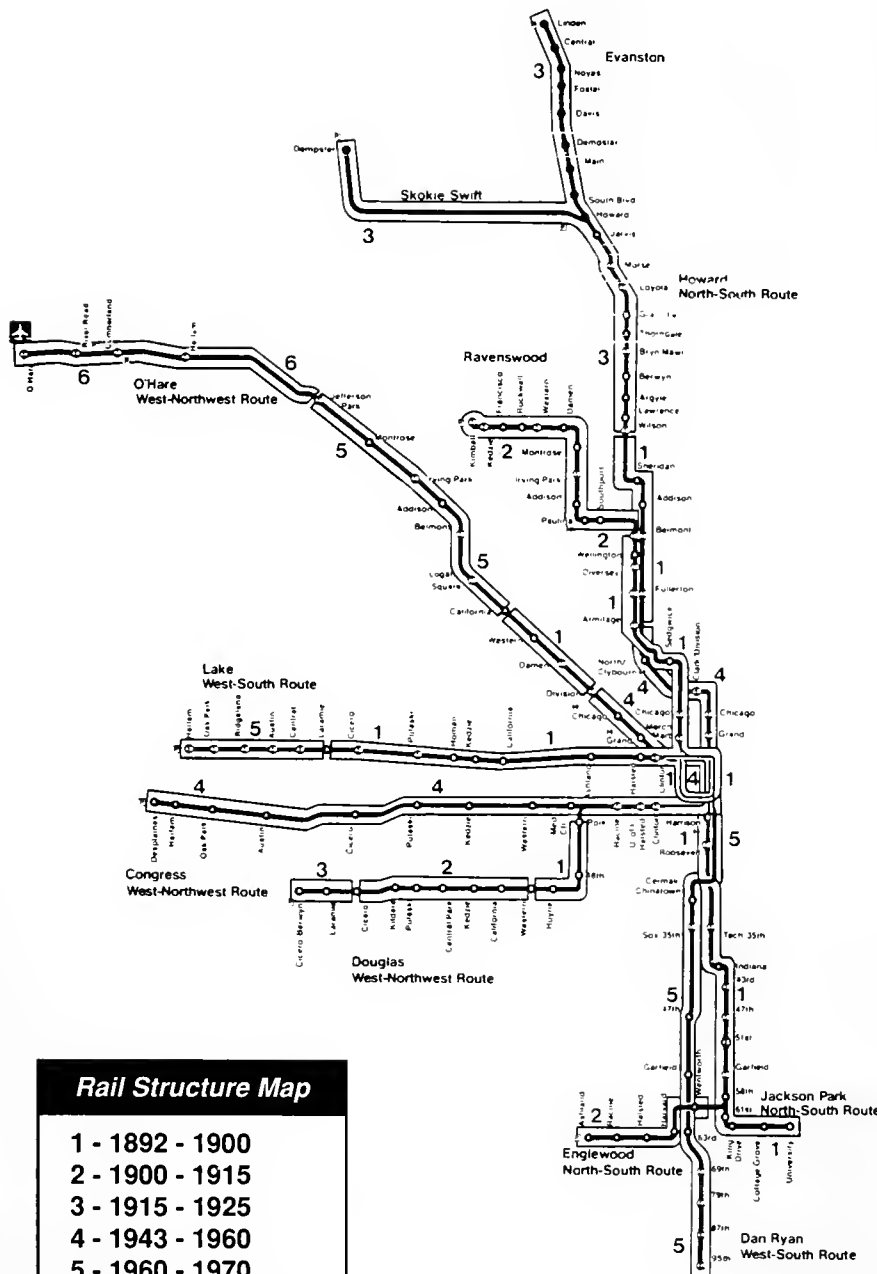
Renewing the Old, Building the New

While some other American metropolitan areas are now beginning to build rail rapid transit systems, our area is fortunate in many ways to have a "mature" system, built in stages over the course of more than 100 years, first by private enterprise and later by public entities. Significant segments of CTA's present rail system were built before the turn of the century.

It is important that we maintain existing system elements as long as is feasible, replace aging and still needed elements in a timely manner and, in some cases, build new elements to meet changing and/or expanding needs.

In August 1989, CTA in cooperation with the Regional Transportation Authority, initiated an in-depth assessment of CTA's rapid transit system, performing a comprehensive inspection and analysis of infrastructure condition, identifying needs and issuing recommendations for maintaining the integrity of the rapid transit system.

The CTA, in conjunction with the City of Chicago, also continued construction of a major route realignment, the Howard/Dan Ryan through-route, and an extension of rapid transit service to Midway Airport.





The Adams/Wabash elevated station reopened in 1989 after extensive remodeling, including the unusual use of plexiglass in side panels and canopies to open up a panoramic view from the platforms of the Chicago Art Institute a block away on Michigan Avenue. The Adams/Wabash "L" station serves 10,550 entering weekday riders using Lake-Dan Ryan, Ravenswood, and Evanston Express trains. It is the busiest Loop "L" station.



The new Howard/Dan Ryan through-route will ease chronic overcrowding of the Dan Ryan line. The present pairing of transit lines--Howard with Jackson Park/Englewood and Dan Ryan with Lake--requires Dan Ryan trains to operate over the Loop elevated in the Central Business District. Due to limited track capacity, not as many Dan Ryan trains as needed can be scheduled. By rerouting Jackson Park/Englewood trains out of the subway and onto the elevated Loop, Dan Ryan trains can be operated through the State Street Subway to provide more than a 30 percent increase in capacity.

The Southwest Rapid Transit Line, when completed, will fill the last major gap in CTA's rail system. The line will provide high-speed transit service over a 9.2 mile route from the Loop to Midway Airport, a significant improvement in the quality of service in this corridor, currently served only by express and local buses. The new route, expected to cost about \$496 million, will include eight stations and will use mainly existing railroad right-of-way, minimizing commercial and residential displacement.

The Howard/Dan Ryan route is expected to go into service in late 1991 or early 1992, and the Midway line in 1993.

In 1989, CTA opened a new entrance to the Lake Transfer station on the O'Hare/Congress/Douglas line, linking it to the futuristic new State of Illinois Center (SOIC). The subway station is accessible at all times through the Lake Street entrance to the SOIC, even when building offices are closed. The station is fully accessible to the disabled, with two elevators available from street to mezzanine levels inside the SOIC, and another elevator from mezzanine to platform level in the Clark/Lake subway.

Several track and structure renewal projects were recently completed or are currently underway. Projects completed in 1989 include rehabilitation of Dan Ryan track and Kennedy ties, construction of Kimball Yard, flange angle replacement on the south side main line, and a number of other smaller projects, totalling \$17,150,000.

In 1989, 50 of CTA's 142 rapid transit stations were upgraded in some way, including major facility renovations completed at Adams/Wabash (Loop), Merchandise Mart (Ravenswood) and the State of Illinois Center (Dearborn Subway). The 40th/Indiana Station was reopened in 1989 after structural repairs and construction was started at 58th (South Side Main Line) and Pulaski (Douglas) Stations.

CTA currently operates the oldest bus fleet of any major transit system in North America. The average age of the fleet is 12.2 years. Some CTA buses are over 20 years old and 2/3 are beyond their scheduled replacement age of 12 years.

To correct this problem, CTA placed orders in 1989 for 776 new buses and expects to place another order for 200 more buses shortly.



Construction continues on the Southwest Rapid Transit Project. Shown is the Midway Airport terminal station

For the first time ever, wheelchair lifts will be included on nearly 700 of the new buses to allow for increased use of fixed route buses by the disabled community. Also, due to improvements in system design, CTA has elected to resume ordering air-conditioning on 300 of the new buses. These 976 new buses will cost about \$175 million.

CTA has also placed an order for 256 new railcars at a cost of \$207 million. These cars will be used in part to equip the new Southwest Transit Route to Midway Airport, which is scheduled to open in 1993, and also will replace antiquated CTA cars which are well past their scheduled replacement time and incompatible with newer generation cars. The new cars are scheduled for delivery between mid-1992 and mid-1994.



In 1989, CTA also entered into a contract with New York Rail Car Corporation to rehabilitate 144 railcars built in 1969-70. These cars will receive general body repair and many modern systems to upgrade them to present-day standards in appearance, reliability and performance. The total cost of this project is \$33 million. The cost of rehabilitating each of these railcars is a bargain at \$243,000, compared to the cost of a new car, over \$800,000. The first rehabbed cars will return to CTA revenue service in June 1990; the last cars should be completed and returned to CTA by August 1991.

Responsiveness

In order for CTA to excel in fulfilling its basic function of serving our current and potential rider transportation needs, it is essential that we:

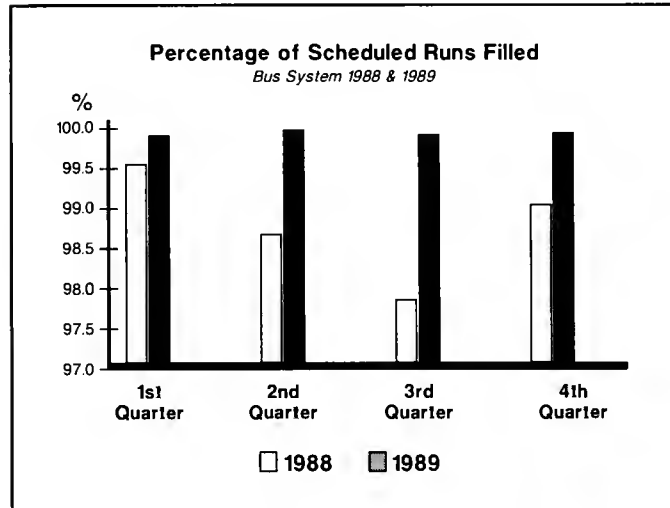
- Respond to the need to provide reliable, efficient transit service on a day-in, day-out basis -- 24 hours a day, 365 days a year
- Respond to our ever-changing operating environment, revising our schedules and service patterns as needed
- Respond to the special needs of certain market segments, especially the disabled and the elderly

General Operations

Significant improvements in meeting scheduled service were achieved in 1989.

In 1988, equipment and labor shortages resulted in an inability to operate 1.2 percent of 897,930 scheduled CTA bus runs. In 1989, that figure improved to only 0.1 percent of the 909,529 scheduled runs. In other words, hold-ins (buses not leaving the garage) in 1989 amounted to less than one-tenth of those in 1988.

Rail trips showed a similar improvement. While 0.5 percent of the 689,016 trips scheduled were not operated during 1988, in 1989, only 0.2 percent of the 688,651 scheduled trips were hold-ins. The majority of trips held in during 1988 were due to equipment shortages, while those in 1989 mostly resulted from labor fluctuations.



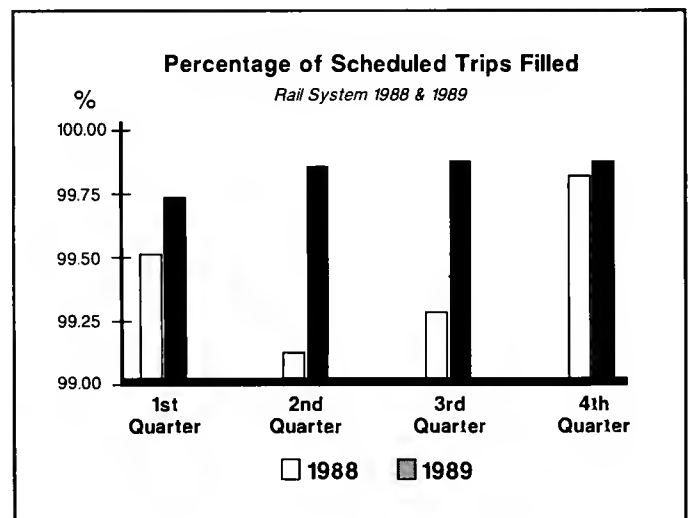
In 1989 CTA Maintenance provided sufficient vehicles to meet scheduled requirements every day on every line, with very few exceptions, despite parts shortages and graffiti vandalism. In fact, an average of 40 to 50 additional buses and 80 to 100 additional railcars beyond schedule requirements were available each day. This compares to the previous year when daily shortages of 100 buses and/or railcars were not uncommon.

With virtually 100% vehicle availability, Maintenance turned its attention to improving the reliability of vehicles and facilities. Bus, Rail and Facilities Maintenance Departments each prepared a Maintenance Plan with the goal of ending the cycle of "fix-as-fail" maintenance.

Replacing it was "program" maintenance, that is, a schedule of inspection, servicing and component changeout activities which strives to replace components before they fail in service.

Improvements in vehicle reliability are already evident. On the Bus Maintenance

side, for example, the miles operated between road calls have risen steadily since June 1989, increasing to 25% in spite of the aging fleet. And the miles operated between all reported bus defects also rose, by 40% since January 1989.



On the Rail Maintenance side, several important passenger improvement programs were initiated. Design modifications to the air-conditioning systems are underway on about 800 railcars to increase dependability and efficiency. Another major program involved graffiti clean-up from the interior and exterior of all 328 cars used on the North-South route without any special funding or additional staff. This program eradicated a serious problem from a route targeted by vandals. These and other programs were accomplished during 1989, while the maintenance cost per mile operated dropped by over 3.6% (\$.962/mile in 1988 to \$.927/mile in 1989).

A seven month consultant study of Rail Vehicle Maintenance practices and procedures was completed in 1989. In January 1989, a new state-of-the-art Maintenance Training Center was opened at Hawthorne Works. This facility provides an excellent learning environment for trainers and students, including numerous "hands on" training aids, such as actual buses and railcars in various states of maintenance need.

Service Changes

33 Magnificent Mile Express

This innovative new service resulted from the cooperative efforts of CTA, Metra (the region's commuter rail service), and the Greater North Michigan Avenue Association (GNMAA), representing one of Chicago's primary office, retail and entertainment areas. The new route eliminated the need for Metra riders to travel all the way to downtown terminals to board slow-moving shuttle buses to take them to their ultimate destinations in the North Michigan Avenue area.

The Mag Mile Express avoids downtown traffic congestion by serving two commuter rail stations northwest of the Loop and running non-stop to Michigan Avenue northeast of the Loop. Bus schedules are coordinated with train arrivals and departures. Metra riders who use the "short-cut" save about 12 minutes in each direction.

GNMAA helped launch the service by paying for several days of promotional free rides. Also, the area's Regional Transportation Authority provides a special "new initiative" subsidy to operate this particular route.

By year's end daily ridership had grown to more than 1,000. A survey showed that almost 22 percent of the riders were new to CTA. Metra also showed a 6.4 percent route ridership increase since the Mag Mile Express was inaugurated.

Ravenswood and Evanston Express Service Improvements

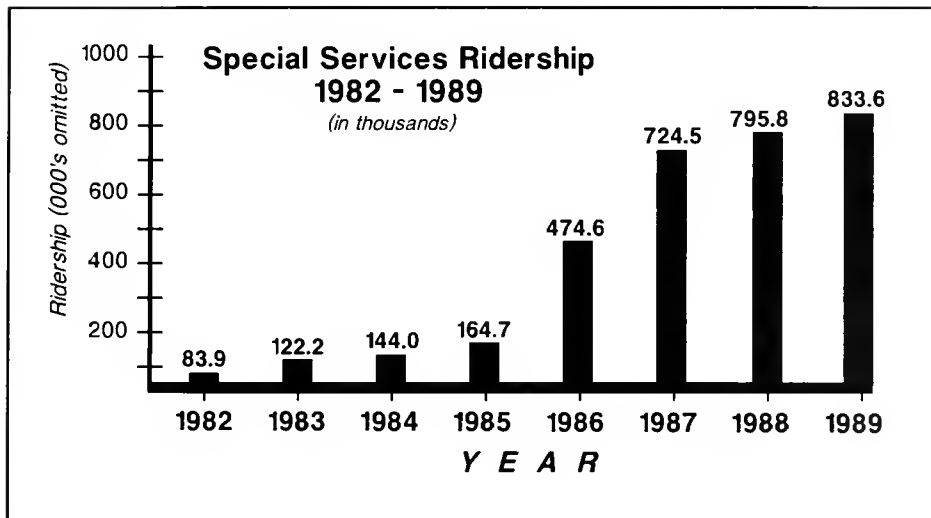
As was noted in last year's Annual Report, CTA's Ravenswood elevated line had experienced a dramatic 32.5 percent ridership increase over the preceeding ten years. However, this surge in the line's popularity strained the route's capacity.

Meanwhile, the Evanston Express route operated non-stop from the north suburb to the Merchandise Mart just north of the Loop, bypassing several potential destination communities.

For the 4.2 miles between Belmont Avenue and the Merchandise Mart, the Ravenswood and the Evanston Express share common track.



*"...to excel in
fulfilling CTA's basic function
of serving our current
and potential riders'
transportation needs..."*



In 1989 three new stops were added to the Evanston Express at Belmont, Fullerton and Chicago stations, primarily to relieve overcrowding on Ravenswood trains, but also to provide Evanston Express riders with better access to DePaul University, Children's Memorial Hospital, the downtown campuses of Loyola and Northwestern universities, and the North Michigan Avenue area.

Scheduled running time between Howard station and the Merchandise Mart, where trains formerly operated nonstop, has increased by only two to three minutes.

A 20-cent surcharge was retained for single-fare riders using the 5 1/2-mile express portion of the trip inbound from Howard to Belmont but the surcharge was eliminated for riders using monthly passes.

Special Services

The strengths of the Special Services program were tested in 1989 when key provisions of the new service contracts awarded at the end of 1988 were implemented. Management changes reinforced the emphasis placed on contract provisions designed to ensure quality service. Several new procedures based on the latest service contracts were successfully implemented. Foundations for service in the future were also laid, with CTA participating in the RTA's Regional Plan for Transportation of the Disabled.

Specific highlights of the year include the following:

- One new carrier began providing service.
- In keeping with our commitment to maintaining quality and complete audit control, two carriers were dropped from the program.
- Riders were given copies of their trip tickets for their reference.
- Incentives for exemplary on-time performance and penalties for delinquent on-time performance were implemented.
- Penalties for late trip-ticket posting or missing mileage were levied.
- Penalties for missed trips were assessed.
- Methods were established to tabulate trips that were turned down and to estimate unmet demand.
- Transfer procedures and locations connecting to PACE paratransit services were adopted.
- Service was extended to 13 additional suburbs, bringing the total to 21.

"...exemplary on-time performance..."



Recognitions

CTA has established two programs to publicly recognize employees and citizens who make significant individual contributions to the Authority and the community.

The "Spirit of Chicago" award is given to employees who come to the aid of those in need of emergency assistance. The award is also given to employees who demonstrate exemplary dedication through extraordinary participation in community improvement activities.

More than thirty employees were cited for the "Spirit of Chicago" award in 1989. These employees represent virtually every area of the Authority's operations, including bus and rail operators, maintenance employees and office staff.

In addition to recognizing the achievements of its employees, CTA has established its "Caring to Take Action" awards program to cite private citizens whose actions on behalf of the Authority helped CTA riders and the community at large.

Award recipients are presented to the public at monthly meetings of the Chicago Transit Board.

It should be noted that, in many instances in 1989, passengers or passers-by came to the assistance of CTA personnel in dealing with emergency situations but remained anonymous. CTA expresses its gratitude to these unidentified "Good Samaritans."



Marilyn Sanchez. While working the 60-Blue Island bus route on the West Side Ms. Sanchez saw three men board whom she recognized from a previous robbery. Again, they grabbed a gold neck chain from a female passenger and attempted to flee. Ms. Sanchez stopped the bus, phoned the Control Center for the police and, with the aid of a male passenger, held the robbers for arrest. Aside from receiving CTA's "Spirit of Chicago" award, Ms. Sanchez was also given a Citizen's Award of Appreciation by the Chicago Police Department. She has been a CTA bus operator for 13 years.



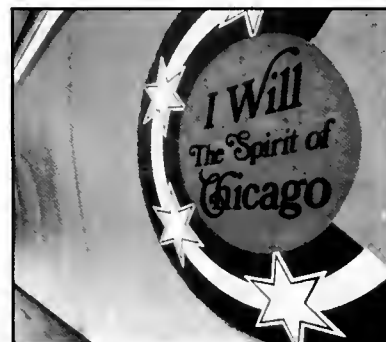
Jerry Garcia. Mr. Garcia was cited for rescuing a man from a burning car. While returning his bus to Archer Garage, Garcia noticed a fire under a car in a restaurant parking lot with a man, apparently unconscious, in the driver's seat. He stopped his bus, ran to the car and tried unsuccessfully to open the locked door. He returned to the bus, called the Control Center for help, went back to the car with a fire extinguisher and used it to break open a window. Garcia pulled the man to safety moments before the car exploded. Mr. Garcia has been a CTA bus operator for less than a year.



John Hausherr. While working with a CTA crew repairing the Lake Street 'L' structure, Mr. Hausherr saw a fire erupt in a building a half block away. He ran to the building and pounded on the door to arouse the sleeping occupants. On an upper floor, he discovered two young boys standing in a smoke-filled apartment. He scooped up the children and rushed them outside. He then returned to the apartment where he found the boys' dazed father and led him to safety. Mr. Hausherr has been a CTA ironworker for three years.



Will Intoe. Mr. Intoe was off-duty when he saw a man running south on Damen Avenue from 79th Street, with a woman's purse clutched in his hand. He also saw an elderly woman screaming that she had been robbed. With the assistance of an unidentified cab driver, he first notified police and then followed the robber to 79th and Western. There, the assailant boarded an eastbound 79th Street bus. Mr. Intoe notified Control Center which in turn contacted the police with specific information about the bus. The bus was intercepted at 79th and Damen, and the offender was apprehended. The purse was returned to its owner. Mr. Intoe has been a CTA bus operator since 1986.



Financial Highlights

Annual Operating Revenue by Source (Millions of Dollars)

	FAREBOX	PASSES	TOTAL FARES	OTHER REVENUE	TOTAL SYSTEM REVENUE	PUBLIC FUNDING	OPERATING REVENUE
1980	182.6	27.6	210.2	6.6	216.8	298.5	515.3
1981	214.5	48.2	262.7	6.9	269.6	270.5	540.1
1982	216.0	46.9	262.9	8.6	271.5	222.7	494.2
1983*	216.4	47.6	264.0	10.2	274.2	253.9	528.1
1984	219.0	51.4	270.4	28.6	299.0	241.7	540.7
1985	217.8	55.2	273.0	22.7	295.7	289.3	585.0
1986	224.9	75.6	300.5	22.2	322.7	268.3	591.0
1987	222.4	78.9	301.3	20.0	321.3	297.9	619.2
1988*	244.0	79.6	323.6	18.8	342.4	311.3	653.7
1989	243.0	75.3	318.3	31.6	349.9	319.9	669.8

* 53 - week years

Annual Operating Expense by Function (Millions of Dollars)

	TRANSPORTATION	VEHICLE MAINT.	PLANT MAINT.	ADMIN.	MOTOR FUEL	RAIL POWER	PROV. FOR INJURIES AND DAMAGES	TOTAL** EXPENSE
1980	266.7	110.3	52.7	30.0	26.0	11.2	17.4	514.3
1981	280.2	112.5	53.4	32.6	29.5	12.7	18.2	539.1
1982	257.0	115.1	49.3	22.0	25.7	14.2	10.5	493.8
1983*	282.6	132.1	55.5	24.5	22.4	16.9	10.2	544.2
1984	283.1	132.1	58.9	32.1	21.5	18.8	11.0	557.5
1985	302.0	141.6	67.1	38.0	20.2	20.7	15.5	605.1
1986	300.1	142.9	68.1	33.7	11.8	22.9	24.2	603.7
1987	304.2	148.2	69.1	44.5	12.4	22.7	24.2	625.3
1988*	313.2	164.7	81.1	53.8	11.4	21.1	17.9	663.2
1989	321.2	163.0	82.0	57.2	13.8	22.3	17.6	677.1

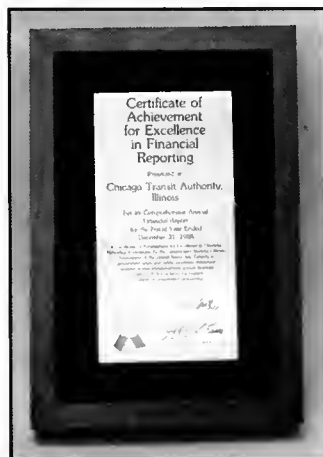
* 53 - week years

** Differs slightly from Total Operating Revenue due to timing of pension cost accounting

CTA's recent financial performance through 1989 shows a stable annual pattern of operating costs and farebox revenue. Total system-generated revenue for 1989 was \$349.9 million, \$318.3 million of that amount in fares. Total operating expenses for the year were \$677.1 million, with almost 75 percent for labor. Operating expenses when adjusted for inflation are virtually unchanged since 1978. In 1989, CTA recovered 50.35 percent of its operating costs from farebox revenue.

About 55% of CTA's capital expenditures have been for rail cars and buses, with the remainder involving track and structure renewal, bus garage and rail terminal replacement or upgrading, and related equipment expenditures. While the average age of rail cars has consequently declined since 1978, delays in bus purchasing have caused a gradual increase in average bus age.

The Finance section distinguished itself when CTA's 1989 Comprehensive Annual Financial Report won the Certificate of Achievement for Excellence in Financial Reporting from the Governmental Financial Officers Association, the highest and most significant award for excellence in financial reporting.



Chicago Transit Authority

Capital Grants Awarded (from Inception of Grant Program)
by date of award, 1972-1989
(millions of dollars)

Source of Grants		Use of Grants		
Funding Agency	Grant Amount	Budget Category	Budget Amount	Expended/Obligated
Federal	\$1,472.9	Rail Cars	\$ 652.3	\$ 649.7
State	296.0	Buses	357.1	351.1
RTA	110.1	Buildings	292.1	238.2
Other	0.6	Track & Structure	247.7	232.6
		Other	330.4	270.5
Total	\$1,879.6	Total	\$1,879.6	\$1,742.1

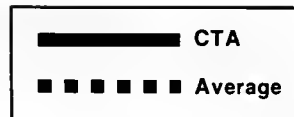
Chicago Transit Authority

Capital Grants Awarded (from Inception of Grant Program)
by date of award, 1972-1989
(millions of dollars)

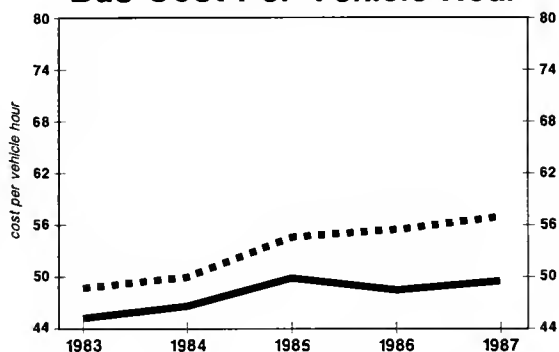
Date of Award (CTA Fiscal Year)	Amounts Awarded	
	Current	Cumulative
1972	\$140.4	\$ 140.4
1973	.0	140.4
1974	95.5	235.9
1975	102.7	338.6
1976	64.3	402.9
1977	63.8	466.7
1978	70.4	537.1
1979	61.6	598.7
1980	105.5	704.2
1981	73.2	777.4
1982	113.6	891.0
1983	134.0	1,025.0
1984	101.9	1,126.9
1985	163.1	1,290.0
1986	140.6	1,430.6
1987	101.3	1,531.9
1988	76.8	1,608.7
1989	270.9	1,879.6

CTA and Its "Peer" Agencies

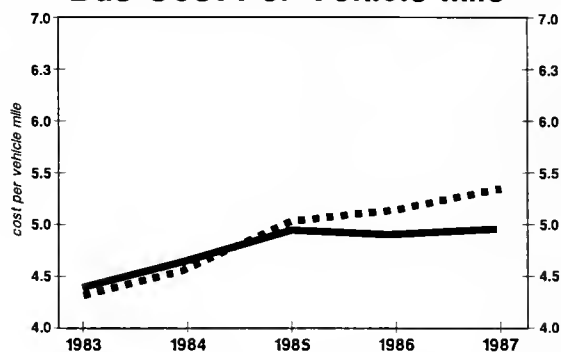
Basic Performance



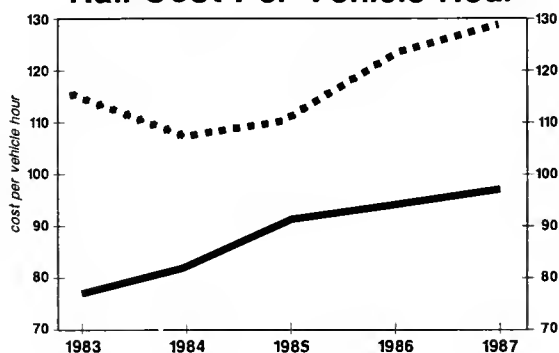
Bus Cost Per Vehicle Hour



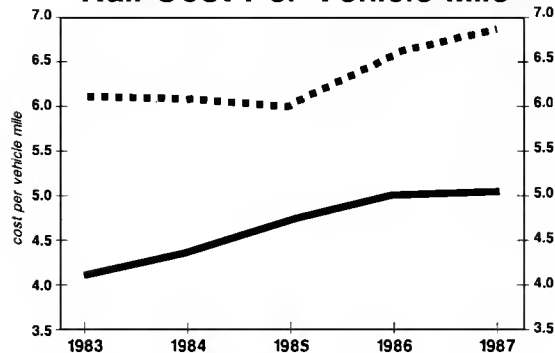
Bus Cost Per Vehicle Mile



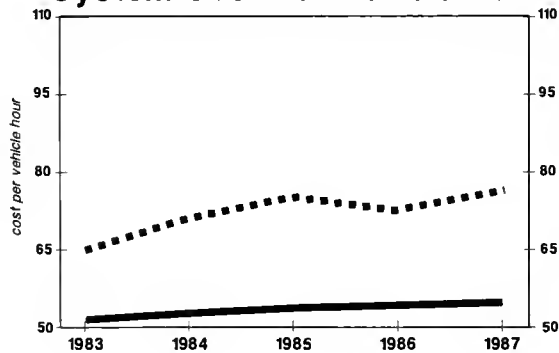
Rail Cost Per Vehicle Hour



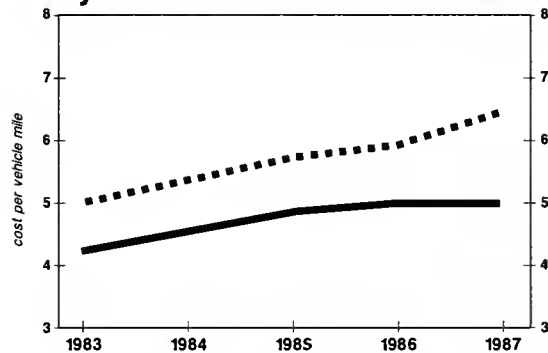
Rail Cost Per Vehicle Mile



System Cost Per Vehicle Hour



System Cost Per Vehicle Mile



Source: Urban Mass Transportation Administration, National Urban Mass Transportation Statistics

"Peer" Transit Operators

NYCTA New York City Transit Authority
SEPTA Southeastern Pennsylvania Transit Authority (PA)
WMATA Washington (D.C.) Metropolitan Area Transit Authority

MBTA Massachusetts Bay Transit Authority (Boston)
SCRTD Southern California Rapid Transit District (LA)
MUNI San Francisco Municipal Railway
MARTA Metropolitan Atlanta Rapid Transit Authority

In spite of suburbanization shifts in travel growth and subsidy support, CTA is still the most cost-effective investment in regional transit dollars.

